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VETERAN SWEDISH AIRMEN OBSERVE,
 DESCRIBE DISK-SHAPED AIRCRAFT OVER SKAANE

The information in this report was taken from three articles which appeared in the liberal Stockholm daily, Dagens Nyheter on 18, 19, and 20 December 1953. In the rendition of the first two articles (18 and 19 December), repetitious elements have been omitted. The third article is given in full.

Numbers in parentheses refer to appended sources.]

The chief pilot for Transair Airlines, Flight Captain Ulf Christiernsson, and his flight mechanic, Olle Johansson, reported that on the afternoon of 17 December 1953, while flying in a DC-3 over Skaane, they sighted a mysterious circular metal object flying in an opposite direction of them at a speed estimated at about the speed of sound. The airmen estimated that the object was about 10 meters in diameter.

Captain Christiernsson, at present employed by Transair in flying the morning [Stockholm] papers to southern Sweden, has very extensive air experience, having served as a volunteer with the RAF from 1942-1946, finishing his service with the rank of captain. He flew 30 missions against enemy territory from North Africa and Italy.

Captain Christiernsson made the following statement to Dagens Nyheter: "I do not doubt for an instant that it was not a jet plane. What I saw was a completely unorthodox, metallic, symmetric, round object which was unlike anything I have seen before. The mysterious object appeared suddenly on the air route traveled by all controlled air traffic between Bulltofta and Bromma airfields [at Malmö and Stockholm respectively]. I myself was en route to Bromma.

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Over Håssleholm, I saw an object -- on my right and obliquely in front of me, flying at a somewhat lower altitude -- which at first I thought to be a jet plane. The silhouette was thin and it approached me at a very high velocity. Olle Johansson and I have discussed the matter of its speed, and comparing its speed with, for example, that of the "Flying Barrels" (J-29), we have estimated the speed to be about that of sound. The whole business took place fantastically quickly, but I believe that I was able to see the object for 4 to 5 seconds.

"When the object got closer, I was able to ascertain that it was symmetric and metallic. It is very difficult to describe something that one has never seen before, but I would say that it looked like a flying lozenge. The object did not seem to have a crew, but seemed more to be a robot. When it passed under the wing [of the DC-3], I could no longer see it. The mechanic, who was able to observe it for five more seconds, confirms the fact that it was circular or possibly somewhat elliptical in form. "At the time of the incident, we were flying at an altitude of 2,150 meters and the cloud ceiling was about 1,500 meters. Thus, the object should have been flying at an altitude of between 1,500 and 1,600 meters. We estimated the size to be about 10 meters in diameter. It left no exhaust or condensation trail.

"We are both absolutely convinced that it could not have been a meteor or other celestial phenomenon. We did not see any distinct light but were only able to see that the object had a metallic lustre. Immediately after the observation, we reported to P5 in Ljungbyhed and to the regional civil air security service at Bulltofta. The course of the object was south-southwest. The whole thing happened so quickly that we could not have managed to change course [and follow the object]..."

Olle Johansson's statement was as follows: "I was sitting forward in the right-hand seat of the pilot's cabin when Captain Christiernsson pointed to the object. What I saw was an ellipse with sharp outlines and something between silver and white in color. I saw it for about 10 seconds. It was approaching from the north in a direction opposite to ours, at a speed of about 1,200 kilometers per hour. It was flying entirely above the clouds. From Malmö northward, we were able to see the ground for only a few myriameters and after that there was a cloud covering all the way to Stockholm. We were flying at a speed of about 270 kilometers per hour. Ten minutes after the incident, we met an SAS (Scandinavian Airlines System) DC-4. Thereupon, we estimated the object's speed at about three times that of the DC-4. There seemed to be no flames or smoke trail from the object. Since we had the automatic pilot on, we had no chance to turn quickly enough to see where the object went."

The Defense Staff's short communique on the incident read as follows: "At 1457 hours on Thursday, the crew on a civilian commercial plane observed, in the vicinity of Håssleholm, an unknown object which moved at a high speed in a direction opposite to that of the plane. The object was viewed for 6 to 7 seconds. At the time of the incident, there was clear weather at the altitude at which the plane was flying. Because of the low cloud ceiling, the object could not have been seen from the ground. With the knowledge of the Defense Staff, there was no Swedish plane in the area concerned at the time of the incident. Investigation continues."

Reports of "flying saucers" have arisen in both Europe and America on countless occasions in recent years but, according to a statement to Dagens Nyheter by a member of the Air Staff, these observations over Skaane can be termed the clearest and most detailed which heretofore have been made regarding mysterious, unknown aircraft. (1)

maybe still higher, depending on the weather. To each balloon was attached an advertisement card which the finder was to return to the firm in Malmö in exchange for a bottle of cologne. Some cards have already been returned from finders with addresses in Hässleholm, so it is clear that the balloons were driven by the prevailing winds to the place where the flyers observed the mysterious lozenge."

As of Saturday evening, the Air Staff did not know about the Skaane balloons. On the other hand, the Air Staff had received a telephone call from another person in Malmö, radio technician Lundblad. On the day before the observation (16 December), he had sent up three weather balloons of a current model. The wind was so strong and in such a direction that it is not likely that any of the three balloons could have remained over Skaane. Meteorological balloons are from 1 to 2 meters in diameter.

Whether the perfume advertising balloons, which are considerably smaller than meteorological balloons, could, through angles of refraction and radiation of light, take on the appearance and size which Captain Christiernsson reported the object to be, is a question which cannot be answered until detailed calculations are made. Very likely, composite photographs and other techniques will be utilized to determine the matter.

No new observations have been reported during Saturday (19 December), and the experts are now working with the material which came in earlier. Telephone calls have been received from a number of persons with new theories, some of which will be tested. In the meantime, the balloon theory seems to have been strengthened through the latest reports from Skaane.(3)

SOURCES

1. Dagens Nyheter, 18 Dec 53
2. Ibid., 19 Dec 53
3. Ibid., 20 Dec 53

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